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AULDING'S PATENT FALSE TREES IN
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Seminal Weakness
Impotency, Nervousness, Debility, and all Diseases
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Pimples on the Face, Ringworm, Scald Head, Barber's Itch, Scurvy, Tetter, Salt Rheum, Erysipelas, Itching
and Ulcerated Legs, Syphilitic Affections of the Throat, Nose or Skin, and all Diseases arising from Impurity of the Blood, Mercurial Disease, Rheumatism, Fever Sores, Ulcers, Boils, Tumors, Cancers, Scrofula, or Kings Evil, Diseases of the Kidneys and Bladder, Female Complaints, Leucorrhœa or Whites, Painful Menstruation, Ulceration of the Womb, Sterility, Prolapsus or Falling of the Womb, Chronic Inflammation or Congestion of the Womb, Change of Life, Pregnancy, Confinement, Nursing Sore Mouth, Sore Throat, Sore Breasts, Abscesses, Milk Leg, Fever and Ague, Chronic Diarrhœa, Dysentery, Piles, Fistula, Worms, Spinal Complaint, Nervous Debility, Hysterics, Sick Headache, Nervous Headache, Neuralgia, Epilepsy or Fits, Dyspepsia, Indigestion, Liver Complaint, Dropsy, Asthma, Consumption, Bronchitis, Catarrh, Diseases of the Heart, Rheumatism, Erysipelas, Paralysis or Palsy, Dizziness, Deafness, Blindness, Tumors, Cancers, Ulcers

The Daily Oregonian

WEDNESDAY MORNING SEPT 7 1870

Greatness of Our Railway System

A Manual of the Railroads of the United States for 1870-71 has just been published in Boston which is far more complete and valuable than any former work of the kind A mere railway history In sketch of the progress cost earnings etc of the railroads is now published and the United States is unrivalled for cleanness fullness and general excellence In the matter of railway in the United States still leads in the construction of a tramway from the granite quarries at Quincy to the Neponset river opened in 1826 The second was the Mauch Chunk railroad in Pennsylvania constructed the following year for the transportation of coal Then followed the works connecting the rivers with the interiors In Baltimore in 1828 a railway was begun and for three years was operated by horse power The first locomotive of American manufacture was placed upon it in 1831 The Mohawk and Hudson the New York and Harlem and the Saratoga soon followed together with the South Carolina which was the first railroad over which the mails were carried, and at the time of its completion in 1833 it was the longest 136 miles railroad in the world From this beginning fifty odd years ago the railroads of the United States have grown with occasional revulsions till at the beginning of the present year there were 47,250 miles in operation and all invested in them to the amount of $2 000 000 000

The rapidity of the growth and the present extent and value of the tonnage transported upon the railroads of the United States is pointed at as by far the most interesting and wonderful phenomenon connected with these enterprises The tonnage has not only been a creation of the railways but has been wholly created by them since 1851 The lines of railroad first constructed were chiefly between navigable water courses for the transportation of passengers The route of travel in 1836 between Boston and Washington for example was by rail from Boston to Providence thence by steamer between Providence and New York, thence by steamer to Perth Amboy, thence by rail to Philadelphia thence by steamer, on the Delaware river to Newcastle thence by rail to Frenchtown on the Chesapeake Bay, thence by steamer on this bay to Baltimore, and thence by the Washington branch of the Baltimore and Ohio railroad to Washington. The links of railroad composing this line of travel were frail structures adapted only to a light passenger traffic They could by no means compete for freight with vessels between the different points upon it and up to this time, consequently were of little value or importance to the commerce of the country The tonnage of all the railroads of the United States for 1851 did not exceed 5,000,000 tons The total earnings from freight transportation that year, did not exceed $20 000 000 In 1869 the tonnage of all our railroads exceeded 100,000 000 tons, and their earnings from this source equalled $300 000, 000. This vast commerce has been wholly a creation of railroads, by the reduction they have effected in the cost of transportation The cost, for example, of transporting Indian corn and wheat over ordinary highways will equal 20 cents per ton per mile At such a rate the former will bear transportation on a 125 miles to market where its value is equal to 75 cents per bushel the latter only 250 miles where its value is $1 50 per bushel With such highways only, our most valuable cereals will have no commercial value outside of circles having radii of 125 and 250 miles respectively. Upon a railroad the cost of transportation equals one and a quarter cents per ton per mile With such a work, consequently, the circle within which corn and wheat at the prices named will have a marketable value, will be drawn upon a radius of 1 600 and 3,200 miles respectively The area of a circle with a radius of 125 miles is 49,087 square miles, that of a circle drawn upon a radius of 1,600 miles is about 100 times greater, or 8,042 406 square miles Such a difference enormous as it is only measures the value of the new agencies employed in transportation, and the results achieved compared with the old

A Short Sermon on a Very Small Subject

We know not why it is yet it seems impossible for the *Herald*, though it changes editors several times a year to obtain one who has any regard for truth or decency The present editorial writer on that paper refers to a letter dated 'Lafayett Sept 4 and signed "Yamhill," which appeared in the OREGONIAN on Monday, and says of it

The article was written in this city by Mr Holladay's amanuensis who we saw coming from the OREGONIAN office on Sunday afternoon after having secured the insertion of the communication signed "Yamhill" You are running pretty low for news Mr OREGONIAN when you take "correspondence from Yamhill" from that source We know the *pressure* under which you suffer and pity you, while we entertain the most intense feelings of disgust

The letter was written in Yamhill county and came from there in Sunday's mail The allegation that it was written in this city is wholly gratuitous and untrue As to the statement that we saw somebody coming from the OREGONIAN office on Sunday afternoon, we only remark that if the *Herald's* editorial writer did see what he says he did, it simply indicates that he is in the habit of watching from behind doors or in passages or of looking through keyholes in the hope of making such discoveries as will supply his imagination with matter for those editorials for the *Herald* which are so empty as to disgust even school children

We are not running low enough for matter for these columns to pay much space in them to the present editorial writer upon the *Herald* We cannot repress a feeling of disgust however at so little consequence exciting such a feeling in any body It will subserve no purpose to say the affair was cause or provocation whatever he has written and published which is untrue He has asserted a thing which he did have no means of knowing or supposing was in accordance with fact We include all we shall probably ever have to say about him with the observation that he is only destined for the same brief career up in the *Herald* which so many of his predecessors have run

The municipal election takes place in San Francisco to day Wednesday The contest is between the Independent and Tax Payers tickets Republicans have ceased to be supervisors in that city and the papers of California have manifested a disposition in the canvass which includes that they fear a defeat

A French paper *La Liberte* says Austria pledged herself to France to move on Prussia simultaneously with France She was subsidized by Ollivier The Prime Minister agreed The money however was not paid Austria pressed the matter on France, when Ollivier replied we will fight without you

The French Soldiery

It is no easy matter to say how the French will bear themselves when pitted against the soldiers of the German Confederation at Sedan Metz and other points Their military history is not such as to inspire confidence in their ability to cope with the hardy veterans of Prussia and the allied States Their military system is radically defective and their generalship is not of the highest order Their failure to conquer Algeria after a struggle of thirty years duration, their failure in the Crimea, their failure in Mexico, their failure in China, their failure in Italy, their failure in Cochin China, their failure in Siam, their failure in Tunis, their failure in Tripoli, their failure in Egypt, their failure in Syria, their failure in Abyssinia, their failure in Madagascar, their failure in Algeria

...uction and Commission.

...L. B RICHARDSON,
...UCTIONEER,
...ner of Front and Oak Streets

...AUCTION SALES
...L ESTATE ...
...CHAN... ...ERAL
...Days Wednesday, and Saturday
...Auctions ...

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...MAN...

...SALE...
...ABSON

At Private Sale.

...ISH REF... ED RODS and ...NDLE IRON
...RE SHOES ... FILES ... HARPS SAWS
...WS FRY PANS ... IRON ... & G. IRON

...arge Assortment ... ALSO ...
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OF

...l Estate, Groceries,
...NERAL MERCHANDISE, &c.

...Sales Room.

...EDNESDAY SEPT 7TH, 1870,
At 9 o'clock A M

Real Estate!

...Hundred and Three ...
...with thirty two ...
...Bella ...
...Drilla ...
...Short Hunda ...
...Lots ...
...Wheeler ...

...ALSO ...
...the town of ... RAY

...ALSO ...
...Addition to the ...
...East Portland.

...ALSO ...
...East Portland.

Groceries!

...400 lbs Coffee SUGAR
...100 bxs CANDLES
...600 bxs D O G SOAP
...100 bxs CASTILE SOAP
...200 bxs STAR H
...50 chests JAPAN TEA
...50 bags RICE
...10 casks WHISKY
...12 half bbls DRIED APPLES

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STAGE LINES.

GREAT OVERLAND MAIL ROUTE
TO
San Francisco.

THE COACHES OF THE OREGON and California Stage Company leave PORTLAND daily for SAN FRANCISCO and NEW YORK ...

...ARRIVE AT
...5 A M ... Eugene ... day ... 11 A M
...Oakville ... 1 P M
...Yreka ... 11 P M
...Shasta ... 7 P M
...Chico ... 3 A M
...Sacramento same day ... 11 P M
...to at 11 A M ... San Francisco ... 7 A M

...ns of the O & C R Co ... connect with the Oregon Road at Lake ... 250 miles S ... of San Francisco ... Junction with the Great Overland Railroad.

...ough to San Francisco ... New York ...

...passengers allowed to lay over along the route ... who travel by this route avoid the ... and that dreaded and terrible feeling of ... The wild picturesque scenery ... now capped mountains alone, ... a trip over this route ... passes the high the principal agricultural ... of Oregon the valleys of the Willamette ... Rogue River ... To the tourist ... of a home or investment, this route is ... ded

B G WHITEHOUSE,
Agent O & C S Co.

...ent for Chicago ... Burlington and Missouri ... and. Office with the Portland Gas Light ... Bank street.
... Oregon, June 14, 1870. ...

WEST SIDE STAGE
COMPANY.

THE STAGES OF THE WEST SIDE ... Stage Company leave the Office ... FARNET and the OCCIDENTAL HOTELS, ...

...g the United States Mail and ...
...ells, Fargo & Co s Express
PASSING THROUGH
...SBORO, FOREST GROVE,
...tte, McMinnville, Amity,
DALLAS,
...TH, INDEPENDENCE, BUENA VISTA, AND
CORVALLIS.

B G WHITEHOUSE, Agent

The Stage Company will receive orders for ... on parties ... going to above towns to be ... by through Wells Fargo & Co s Express. ... July 5 1870

...DDLERY AND HARNESS
...O FRONT ST.,
...lle. Harness
AND
...LLAR MANUFACTORY
...CH & MORGAN MANUFACTURERS
Saddles ... Collars ... Horse ...
use the best ... work ... packages.
who may ... with ... Dollars ... the ...
assortment of ... on Main ... Dollars ... the ...
and ... REPAIRING ... with ...

HERLOCK & CO.
...LESALE AND RETAIL DEALERS IN
...ddles, Harness,
...ERY HARDWARE
Concord Stage and Buggy
Harness, &c, &c.
ROOMS—No 43 45 and 53
Front St Portland
...et assorted TEAM COLLARS ... on hand

J. B. CONGLE,
...ONT STREET, PORTLAND
...ers in ... Knapp Burt & Co)
HARDWARE
...RY, HARDWARE
...ddles, Bridles,
...PS AND HARNESS
...OF ...

VAN FRIDACH,
MILLINERY & DRY GOODS
...STORE,
105 FIRST STREET, ...
Opposite the Post Office.

Strayed.

...THE SOUTHERN PART OF THIS CITY ON ... the 3d inst ... white and ... with ... branded ... on ... Supposed ... Any person ... will lead to her recovery ... be rewarded ... JAMES SKINNER,
... Fourth and Hall Sts Portland, Oregon ...

The Daily Oregonian.

WEDNESDAY MORNING SEPT 7 1870

CITY.

CAPTIVE ... REEL ON THE WAY TO THIS PORT ... letter from Collector Wm Kapus to a gentle... in this city contains the information that ... the schooner Lee an Simpson was seized at ... Puget Sound on the 12th of July ... vessels ... the revenue laws of the United ... and August 2d 5 for ... Portland ... the service for that district before the U S Circuit ... The notice of the 7th inst of August 20th has the ... The notice 7 inst of August 20th has the ... Our friend ... of the U S revenue cutter Reliance ... the seizure Our friend ... of the U S revenue cutter Reliance ... the seizure ... of the vessel ... of the U S revenue cutter Reliance ... the seizure ... of the vessel ... of the U S revenue cutter Reliance ... the seizure ... of the vessel

THE GREAT BATTLES ABOUT METZ.

New York Aug 4 The following further particulars of the great battle of Thursday are received in this city by the New York Herald correspondent with the French army

The battle of the 14th Sunday is described as beginning from the centre of the French line the Prussian army in front of the position of the French army having attacked the position of the French army at Borny Colombey Nouilly On these points the battle raged all day Sunday and Monday The Seventh and First Army Corps with the Eighth Army Corps which was further to the rear along the line of the Seventh Army Corps formed the first army in front of Metz while the troops of the Second German army and the Ninth German troops actually in battle were the Eighth Army The Germans lost in killed and wounded in the battle of the 14th as they themselves admit 30000 men The French loss in killed and wounded was about 15000 The Germans lost in killed and wounded in the battle of the 16th when the French were driven back from the position they had taken on the 14th 30000 men The French lost in killed and wounded in the battle of the 16th 15000 men

The battle of the 16th was fought principally between the Germans and the French Reserve Army under Bazaine The Germans attacked the French with the intention of driving them from the position they had taken on the 14th but were unsuccessful in their attempt The French army fought with the greatest bravery and determination and the Germans were driven back with great slaughter

The Emperor has left his camp and his headquarters are now at Chalons

Dr Samuel Sprecher President of Wittenberg College Ohio is engaged on the translation from the German of Dorner's great work on Protestantism which is considered in Germany the standard work on doctrinal theology This will be the only English translation yet attempted

Fatalistic French Figures

The Philadelphia Ledger A writer in the Pall Mall Gazette who has been traveling in the rear along the line of the Army of the Meuse writes that the French Reserve Army under Bazaine which was intended to relieve Metz from the south was composed of the 1st 3d 4th 5th and 6th Army Corps and the Imperial Guard The 1st Corps was under Ducrot the 3d under Leboeuf the 4th under Frossard the 5th under Failly the 6th under Canrobert and the Guard under Bourbaki The 1st 3d 4th and 5th Corps were defeated in the battles of the 14th and 16th and driven back upon Chalons The 6th Corps and the Guard were not engaged in either battle and are now in the neighborhood of Metz

The writer says that the French Reserve Army was composed of 150000 men when it left Chalons to relieve Metz and that it has been reduced by the battles of the 14th and 16th to 80000 men

The writer says that the French officers are fatalists and that they believe that the star of the second empire like that of the first should set in blood and darkness before the year 1870 is done If this be true the evidence of it would have a terrible significance and still further confirm the French in their fatalistic faith in figures

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SECURE A HOME!!

THE RIVERSIDE

HOMESTEAD ASSOCIATION!

EAST PORTLAND, OREGON

IS NOW PREPARED TO RECEIVE SUBSCRIPTIONS for the sale of

ONE HUNDRED SHARES of which are now offered for sale Each share will be for the sum of Five Dollars per month and will continue for the term of seven years or less at the option of the subscriber

The following articles of Association and By-Laws will explain the objects of the Association and the location of the land

RIVERSIDE HOMESTEAD ASSOCIATION

The Association of which we are now about to organize an account a few days since now ready to receive subscriptions of shares As it is with an object to build and Homestead Association that we are now about to organize it will be well enough to state what are its purposes and the manner in which it proposes to attain them The purposes of these Home and Building Associations are not at all speculative in the modern sense of the word They are deperhaps for the benefit of their investment upon them but rather in advance in the value of their lands These purposes and objects are briefly as follows

First The purchase of a tract of land which shall be divided into lots and sold to the members of the Association at cost

Second The improvement of said tract by grading laying out streets and sidewalks together with plank and stone crossings

Third The erection of buildings on said lots by the members of the Association

Fourth The payment of the monthly dues of the members of the Association

Fifth The payment of fines and forfeitures of the members of the Association

Sixth The distribution of the funds of the Association among the members thereof

Seventh The dissolution of the Association

The Association will purchase a tract of land in East Portland and will lay out the same into streets and lots and will sell the lots to the members of the Association at cost

Each member will be required to pay a certain sum monthly on each share which he may own in the Association and will be required to pay a certain fine for each month that he may be in default in the payment of his monthly dues

Each member